

CLAIM AMENDMENTS

IN THE CLAIMS

This listing of the claims will replace all prior versions, and listing, of claims in the application or previous response to office action:

1. **(Currently Amended)** Arrangement to monitor at least one parameter for a number of motor vehicle wheels, comprising:

a) a number of detector units, each of which is assigned to a wheel, whereby each detector unit comprises a sensor for recording the at least one parameter and a transmit unit with a transmit antenna,

b) at least one ~~receive~~ receiver antenna comprising a directional characteristic positioned in such a way in the vehicle that, in connection with the field strengths of the signals sent by the individual transmit units at the location of the at least one ~~receive~~ receiver antenna produces, receive signals of different power in each case for at least two of the transmit units,

c) a central evaluation unit which comprises a receive unit, wherein the receive unit is connected to the at least one ~~receive~~ receiver antenna; and

d) an evaluation unit coupled with the central evaluation unit which compares the receive power of a received ~~signals~~ signal with stored threshold values or ranges of values assigned to one wheel position in each case and assigns the received signal to a wheel position, if the threshold value assigned to this wheel position is exceeded or the receive power lies within the range of values assigned to this wheel position.

2. **(Currently Amended)** Arrangement in accordance with Claim 1, further comprising means for creating the directional characteristic of the at least one ~~receive~~ receiver antenna such that, starting from the position of the ~~receive~~ receiver antenna, they each produce sensitivities in the direction of the transmit antennas of the at least two signals to be distinguished of the relevant transmit units, for which the difference is greater than a

predefined value, in which case this value is selected to enable a clear distinction to be made between the signals using the detected receive power of the two signals.

3. (Currently Amended) Arrangement in accordance with Claim 1, wherein for a vehicle with four wheels two ~~reeive~~ receiver antennas are provided.

4. (Currently Amended) Arrangement in accordance with Claim 3, wherein one ~~reeive~~ receiver antenna is provided in a position in the area of the front wheel and one ~~reeive~~ receiver antenna is provided in a position in the area of the rear wheel, preferably in the area above the wheel arch.

5. (Currently Amended) Arrangement in accordance with Claim 4, wherein the directional characteristic of the ~~reeive~~ receiver antenna at least in the direction of the further wheel of the same lengthwise side of the vehicle shows a low or high sensitivity and in the direction of the further front or rear wheel a high or low sensitivity, so that the evaluation unit can use one ~~reeive~~ receiver antenna in each case to undertake at least one unique assignment of the signals of the transmit units at the wheel positions in the direction of the low and high sensitivity.

6. (Currently Amended) Arrangement in accordance with Claim 5, wherein the directional characteristic of the ~~reeive~~ receiver antennas is created so that the signal of the transmit unit in the area of the same wheel creates the highest receive power in each case, which is clearly distinguishably higher than the receive power on reception of a signal from the transmit unit in the direction of the high sensitivity of the directional characteristic.

7. (Original) Arrangement in accordance with Claim 1, wherein the transmit antennas or the entire transmit units or detector units are identical in design.

8. (Currently Amended) Arrangement in accordance with Claim 1, wherein in the receive unit there is provision for a further ~~reeive~~ receiver antenna and wherein the

receive unit is positioned adjacent to a transmit unit in such a way that this ~~receive~~ receiver antenna receives the signal of the adjacent transmit unit with the greatest signal power.

9. (Original) Arrangement in accordance with Claim 1, wherein the evaluation unit comprises means for undertaking the assignment of the signals to wheel positions on request or at regular intervals as part of an assignment mode and when doing so assigns a characteristic identifier for the detected wheel position transmitted by one of the transmit units in each case and stores it and wherein the means in normal operation assign the received signals to the wheel positions using a comparison between the identifier transmitted by the transmit units and the stored assignment information (identifier for wheel position).

10. (Currently Amended) Arrangement in accordance with Claim 1, wherein the receive unit comprises a controllable switch that in each case connects one of a number of ~~receive~~ receiver antennas with downstream components of receive unit.

11. (Currently Amended) Method for monitoring at least one parameter for a number of motor vehicle wheels, comprising the steps of :

- a) recording the at least one parameter;
- b) transmitting the at least one parameter with a transmit antenna, **positioned** positioning at least one ~~receive~~ receiver antenna in such a way in the vehicle that, in connection with the field strengths of the signals sent by the individual transmit units at the location of the at least one ~~receive~~ receiver antenna produces receive signals of different power in each case for at least two of the transmit units; and
- c) comparing the receive power of a received ~~signals~~ signal with stored threshold values or ranges of values assigned to one wheel position in each case and assigning the received signal to a wheel position, if the threshold value assigned to this wheel position is exceeded or the receive power lies within the range of values assigned to this wheel position.

12. **(Currently Amended)** The method in accordance with Claim 11, further comprising the steps of: starting from the position of the ~~receive~~ receiver antenna, distinguishing at least two signals of the relevant transmit units by producing sensitivities in the direction of each of the transmit antennas, for which the difference is greater than a predefined value, in which case this value is selected to enable a clear distinction to be made between the signals using the detected receive power of the two signals.

13. **(Currently Amended)** The method in accordance with Claim 12, further comprising the step of providing one ~~receive~~ receiver antenna in a position in the area of a front wheel and one ~~receive~~ receiver antenna in a position in the area of a rear wheel, preferably in the area above the wheel arch.

14. **(Currently Amended)** The method in accordance with Claim 13, wherein the directional characteristic of the ~~receive~~ receiver antenna at least in the direction of the further wheel of the same lengthwise side of the vehicle shows a low or high sensitivity and in the direction of the further front or rear wheel a high or low sensitivity, so that the evaluation unit can use one ~~receive~~ receiver antenna in each case to undertake at least one unique assignment of the signals of the transmit units at the wheel positions in the direction of the low and high sensitivity.

15. **(Currently Amended)** The method in accordance with Claim 14, further comprising the step of creating the directional characteristic of the ~~receive~~ receiver antennas in such a way that the signal of the transmit unit in the area of the same wheel creates the highest receive power in each case, which is clearly distinguishably higher than the receive power on reception of a signal from the transmit unit in the direction of the high sensitivity of the directional characteristic.

16. **(Currently Amended)** The method in accordance with Claim 11, further comprising the steps of: providing for a further ~~receive~~ receiver antenna in the receive unit and positioning the receive unit adjacent to a transmit unit in such a way that this ~~receive~~

receiver antenna receives the signal of the adjacent transmit unit with the greatest signal power.

17. (Original) The method in accordance with Claim 11, wherein the evaluation unit undertakes the assignment of the signals to wheel positions on request or at regular intervals as part of an assignment mode and when doing so assigns a characteristic identifier for the detected wheel position transmitted by one of the transmit units in each case and stores it and the evaluation unit in normal operation assigns the received signals to the wheel positions using a comparison between the identifier transmitted by the transmit units and the stored assignment information (identifier for wheel position).

18. (Currently Amended) The method in accordance with Claim 11, further comprising the step of connecting one of a number of ~~receive~~ receiver antennas with downstream components of the receive unit by means of a switch.